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STOCK NEWS.

ROASTS THE RAILROADS.

President Springer Hands the Transportation Companies a Well Deserved Jolt.

In his annual address before the convention of the National Live Stock Association at Portland, Oregon, last week, President Springer dished up the following hot roast for the delectation of the railroads:

"We cannot raise live stock without adequate railway transportation, and better service than the industry is now receiving.

Rates have been raised on all live stock, and the average running time is less satisfactory than formerly, while transportation to actual shippers has been arbitrarily cut off, and this industry especially selected for crucifixion. The railway managers expect you to go to market with your live stock to care for them, which keeps the management from hiring professional shippers, and you are then advised by the corporation that you can pay your way back home or walk. At the prices you have received for the year at the big markets, you have not had money enough left after paying your freight (which, of course, is first) and feed bills, your mortgage and the 'intrust' to either buy a ticket home or stay where you had stranded—hence you felt like the fellow who found himself between the devil and the deep blue sea. All stock shippers should be returned free, because they go back to feed and breed other animals, thus preparing a golden harvest for the great transportation lines, which it costs them nothing to secure but decent treatment.

"Another thing—a law should be passed by Congress, compelling railroads to make at least 20 miles an hour with live stock shipments destined for market. You have time freights, fruit limiteds, coffee specials from ocean to ocean, and yet the live stock industry in its various branches pays the railroads more cash per annum than all the 'specials' put together, and we get any old time, and lay up hours at any old blind siding, while these favored orange trains and tea specials pass at 40 miles an hour. In my judgment, a good plan to adopt by stockmen at every shipping point, is to load your animals, and then turn the shipment over to the railway management as perishable freight, just like they do fruit from California, or earloads of chickens, and tell them to deliver the lot at the market in good order, or suffer the consequences, as they do with other perishable stuff. If they refuse to haul your stock swear out a mandamus, and see what effect thousands of law suits would have on stock shippers' passes."

Market Letter.

Special to The Press: Kansas City, Mo., Jan. 14, 1904.

Shipments of cattle destined to the quarantine division at Kansas City continue below normal. Prices were lower last Friday at all the markets, and suffered a much further loss Monday. Since then, however, conditions have improved each day until the market to-day is very nearly equal to that of last Thursday, which was the best and most satisfactory day in the last several weeks. The best steers this week have sold from \$3.85 to \$4.25; good cows and heifers at \$2.50 to \$2.75, with exceptional sales up to \$3.35. No calves have been offered.

Hog markets have had an upward tendency all week on account of higher provision market and more or less threatening war news, but are a trifle weak today. The best price of the week was 5 cts., which was reached yesterday. Top today, \$4.95; bulk of sales \$4.70 to \$4.85.

Although sheep receipts have been better during recent weeks the market will close this week with the best prices on all classes reached this season. Not nearly enough feeding sheep are coming, as there are several orders in hand among the commission men for sheep of this class, which cannot be filled. Top lambs now bring \$6.00. Western yearlings, owing to the scarcity of lambs, are relatively higher than any other kind, and sell at \$5.50. Wethers, \$4.40; ewes, \$4.00. Feeding grades would easily net \$3.25 for wethers and \$4.00 for lambs.

George Hagelstein sold to K. Douglass, from his Sterling county ranch, 50 head of heifers, coming 2s, at \$30 per head. The heifers are well graded Herefords.

FOR THE LITTLE ONES.

Learning to Read and Write in Chinese Schools.

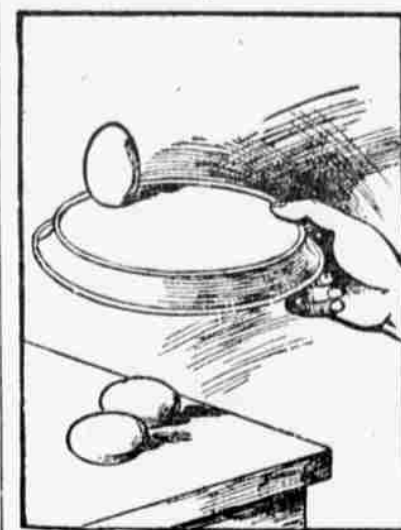
To learn to read and write in Chinese means about as much work for the youngster who undertakes it as mastering five or six languages, such as English, French and German. To begin with, the Chinese language has no alphabet. Every character used stands for a word. There is not even any way of telling the sound of a word except by hearing it pronounced by the teacher. To learn to read means that the small student must be able to understand thousands of these different characters at sight and pronounce them according to the local dialect.

As a rule a Chinese school is not divided into classes. Each scholar has his separate lesson, consisting of a number of lines to be learned "by heart." He has to study aloud, and in consequence the noise in a Chinese schoolroom would drive the average American teacher frantic. At first the pupil does not understand any of the words he learns by rote. The meanings are all explained to him later on. This is the kind of school that in China keeps seven days in the week, with very few holidays throughout the year.

Fun With an Egg.

To execute this little experiment you need a hard boiled egg and a smooth china plate. To be sure that the experiment is going to be successful keep the egg in a perpendicular position while it is being boiled.

Place the plate upside down on the table, allowing it to stand out a



THE DANCING EGG.

little over the edge of the table, to be able to catch it quickly with your hand. Place the egg in the center of the plate, and, putting the thumb of the left hand and the index finger of the right hand on both ends of the egg, give it a sudden twist, causing it to turn around in quick motion. The egg will gradually stand on one end. Then you grab the plate, and all you have to do is to keep the egg in motion, which is not difficult.

A Boy King's Throne.

When the boy king Daudi Chua of Uganda appears on state occasions he sits on his best throne (he has a second best one for less important functions), which is upholstered in red velvet and decorated in red and has a leopard skin, the emblem of royalty, under his feet.

At other times his costume seems far from regal. It consists of a long shirt with a tweed coat over it, a linen toga and an embroidered Indian cap. He knows only a few words of English and is described as a quiet, dignified boy, well grown for his age, yet somewhat frail.

An Aristocratic Nose.

"Mame," said little Elsie to her elder sister, "Flossie Green says I've got a pug nose. Have I? And what kind of a nose have you got?" Mame glanced proudly at her aristocratic profile and answered in satisfied tones:

"Mine is a Grecian, I guess. And I'm afraid your nose is a pug, Elsie."

And a quarter of an hour later Elsie was saying cheerfully to one of her sister's callers:

"Mame will come down in a few minutes. I guess she's greasing her nose. That's the kind she's got."—New York World.

To Get Rid of "Old" Smell.

To remove a close, "old" smell from a room it is necessary to take up the carpet or matting if there should happen to be either. The carpet should be beaten and fumigated by letting it lie on the ground for several days, removing it at night. Finally it should be covered thickly with dry salt, allowed to stay in the sun for several hours and then swept thoroughly. Before replacing scour the floor in hot water and carbolic acid. The walls, if papered, should be stripped and washed with chloride of lime. If painted, scrub with carbolic acid soap. When dry have them repainted or papered. If all this is performed thoroughly there should be perfect freshness and cleanliness in place of the musty odor.

SCHOOL LANDS SACRED

Appellate Court Says Railroads Can Not Construct Through Them—Supreme Court to be Heard

Austin, Texas, Jan. 9.—Attention has just been directed to the importance of a question involved in a case now pending in the Supreme Court of Texas, entitled Texas Central Railway Co. vs. E. Bowman et al., from Comanche county. The one important question is that it involves the right of railroads to go over the public lands under a provision of the revised statutes specifically giving them that privilege.

The Ft. Worth Court of Civil Appeals said that the article of the statute was unconstitutional, and gave an interesting opinion in support of its position. However, the Supreme Court is inclined to disagree with the said appellate court, for in granting a writ of error from the judgment, it wrote on its private docket: "We incline to think the Court erred in holding that the Legislature did not have the power to grant right of way over any lands the title to which is in the State." Thus the Supreme Court will hear the case on its merits.

One of the largest railroad construction enterprises in the State, south or west, is directly interested in the outcome of this case. The reference is had to the Kansas City, Mexico and Orient Railway Company, known as the Orient, which has projected a road from Kansas City, Mo., to Topolobampo, on the western coast of Mexico, and shortens by a thousand miles or more the freight route to and from the Far East. This company expects to go across the western portion of Texas, wherein all of the school land is located, and will build nearly 500 miles of rail line in this State, most of which is to be over school land. Its general attorney in Texas will ask permission to file a brief in the case.

"The real controversy is over the title to the right of way claimed by the railroad company across three-quarter sections of free school land sold by the State to Bowman et al. The determination of this controversy depends upon the interpretation of, and effect to be given to Art. 4423 of the Revised Civil Statutes, which reads as follows: 'Every such corporation shall have the right of way for its line of road through and over any lands belonging to the State, and to use any earth, timber, stone, or other material upon any such land necessary to the construction and operation of its road through and over such land.'

"This article was in force at the time appellant constructed its line across the land, and if its language embraces public free school land and the article itself is not in violation of the Constitution dedicating the public free school lands to educational purposes, then appellant is entitled to a reversal and rendition of this judgment.

"The language 'through and over any lands belonging to this State' is very broad and would probably upon a fair construction be held to include public free school lands if that construction be not influenced in any respect by the Constitutional provisions setting apart such lands."

The Court here quotes such provisions and then says:

"We think it clear from these provisions that the Legislature has no power to divert any portion of the public free school lands or funds, or to appropriate the same to any other purpose whatever than that pointed out in the organic law creating that fund. The language quoted is an unmistakable inhibition of the exercise of such a power. Such we understand to be the holding of our Supreme Court in several cases. Smissen vs. the State, 71 Texas, 222; Fannin county vs. Riddle, 51 Texas, 360; Knecher vs. Wright, 40 Texas, 600.

"We think it equally clear that a grant to a railroad company of an easement in the right of way across such land is an appropriation of the same to another purpose than that to which it has been destined. It acts directly as an impediment to the sale of such portion (the only legitimate ultimate utilization that can be made of it) and if not permanent in its nature, is of such an indefinite duration as to be practically so."

The application for writ of error, drawn by counsel for the railroad company and granted by the Supreme Court, is in part as follows:

"The Court of Civil Appeals held that under the Constitution, these lands having been set apart to the public school fund, the Legislature had no power to di-

vert any portion of it, or to appropriate said lands to any other purpose whatever than that pointed out in the organic law creating the public school fund. The Court also held that the granting to a railroad company of an easement of a right of way across the public school lands was an appropriation of the same to some other purpose than that to which it had been destined, in that it acted as an impediment to the sale of such portion, concluding that the railroad company could claim no right under that statute, and therefore affirmed the judgment. Authorities: Revised Statutes of Texas, Art. 4423; Smissen vs. State, 71 Texas, 222; Swenson vs. Taylor, 80 Texas, 586; Reed vs. Rogan, 94 Texas, 182.

"The authorities above cited would seem to establish the doctrine contrary to that held by the Court of Civil Appeals, in that they hold that the title and ownership to these public school lands remain in the State, notwithstanding the setting apart by the Constitution for school purposes."

"The ruling of the Court of Civil Appeals if sustained, would leave the question of railroad construction in a sad plight in so far as the unsettled lands of the West are concerned. If the Legislature could not grant an easement over the public school lands, how could a right of way be obtained otherwise? The Legislature is the custodian of these lands, lands standing in the name of a trustee, with title and ownership. The life of a corporation is limited to fifty years, and if the Legislature is authorized to grant a lease of these lands for five years, in its discretion it is authorized to grant a lease for fifty years. The same power to grant an easement is necessarily inherent as the legal accompaniment of actual ownership and title; and the mandate of the Constitution, that the lands shall be sold, necessarily leaves with the Legislature the discretion as to when they shall be sold. The cases cited establish this doctrine.

"The ruling of the Court of Civil Appeals is tantamount to placing an inhibition upon the improvement of the school lands, according to the discretion of the Legislature. It is to the interest of the trust fund that the value of these lands be enhanced, if practicable, before being placed upon the market, and nothing is so capable of producing such immediate enhancement as the construction of railways across said lands, or in their immediate vicinity. Certainly the framers of the Constitution never contemplated a condition of affairs by which internal improvements in the State would be stopped, or that the Legislature could not, in its wisdom, provide for such enhancement in values as would redound to the interest of the fund. We submit, therefore, that the ruling of the Court of Civil Appeals, that the statute cited was unconstitutional, can not be sustained."

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W. B. Brown, of Santa Anna, bought through Haley Bros., of Sterling City, the Frank Sparkman seven-section ranch in Sterling county, for \$7000.